

Port Authority Discussion Document



The Port Authority of New York and New Jersey owes Jersey City a significant amount of money due to unjust PILOT agreements and failure to pay PILOTs or taxes on many properties



Executive summary

- The **Port Authority of New York and New Jersey (PANYNJ)** owns **32 parcels of land (306 acres)** in Jersey City, comprising 5 major properties¹
- PANYNJ property in Jersey City is utilized for **regional/multi-state transportation and commerce infrastructure** (and support/maintenance of that infrastructure)
- Instead of traditional taxation, **PANYNJ property is subject to Payments In Lieu of Taxes (PILOTs)** on all properties¹
- PILOT rates are set at the **last taxes paid on the property** at the time of sale and **do not increase over time** based on property value or tax rate increases/decreases
- Purpose of PILOT agreements was to **prevent “undue loss of taxes and assessments”** due to acquisition of land by PANYNJ and subsequent removal of this land from tax rolls
- Jersey City receives **\$2.2 million in annual PILOT payments** from PANYNJ, but should receive at least an **additional \$1.7 million** in annual PILOTs²
- **Traditional taxation would yield over \$18 million** annually from PANYNJ properties, and would have produced **at least \$315 million in additional revenue for Jersey City over time**³

1: Bridge and tunnel facilities are tax exempt and as a result are not included in this discussion (40 total plots owned by PANYNJ [445 acres] if Holland Tunnel is included)
2: Several PANYNJ properties lack proper PILOT agreements; retroactive PILOTs account for unpaid PILOTs over time
3: In addition to any PILOTs paid during PANYNJ property ownership; not including interest or other applicable penalties



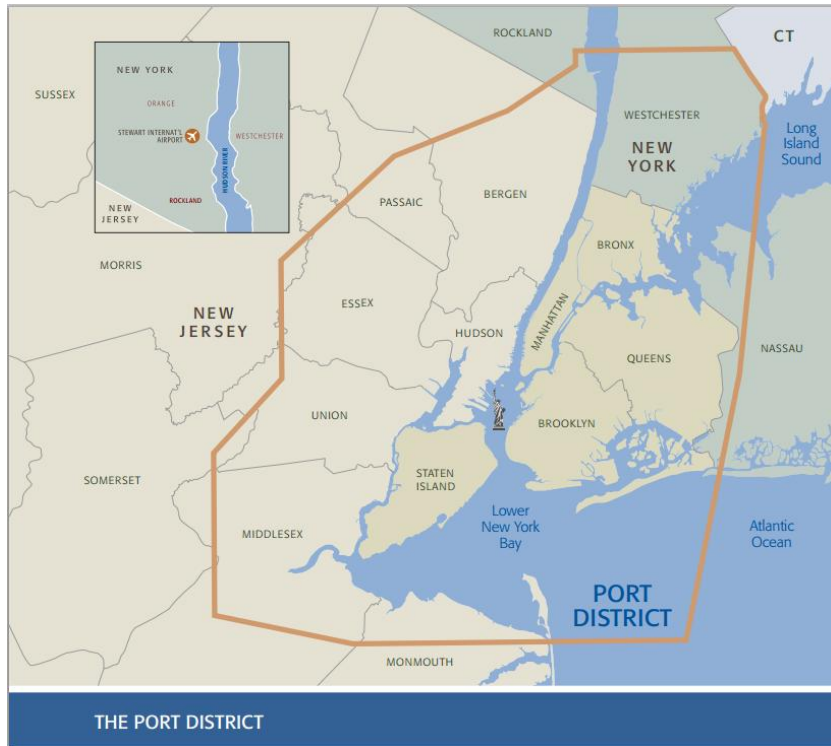
- PANYNJ overview
- PILOT programs
- Additional information

The Port Authority of New York and New Jersey (PANYNJ) was created in 1921 through an interstate compact between New York and New Jersey to manage the region's transportation infrastructure



Region

- 1,500 square miles in New York and New Jersey centering around NY harbor
- Generally 25 miles from the Statue of Liberty



Primary facilities¹

AIRPORTS

JFK
EWR
LGA
TEB
SWF
ACY

BRIDGES AND TUNNELS

GW Bridge
Goethals Bridge
Outerbridge Crossing
Bayonne Bridge
Holland Tunnel
Lincoln Tunnel

Red Hook
Howland Hook
Elizabeth
Greenville Yard
Port Jersey
Port Newark

PORTS

PATH
WTC

JSQ Bus Terminal
NYC Bus Terminal

OTHER

1: Primary facilities (not exhaustive); yellow and bold = all/primarily situated within Jersey City



PANYNJ facilities are spread throughout the Port District

Primary PANYNJ facilities



- Airport
- Port
- Bridge or tunnel
- PATH/other¹

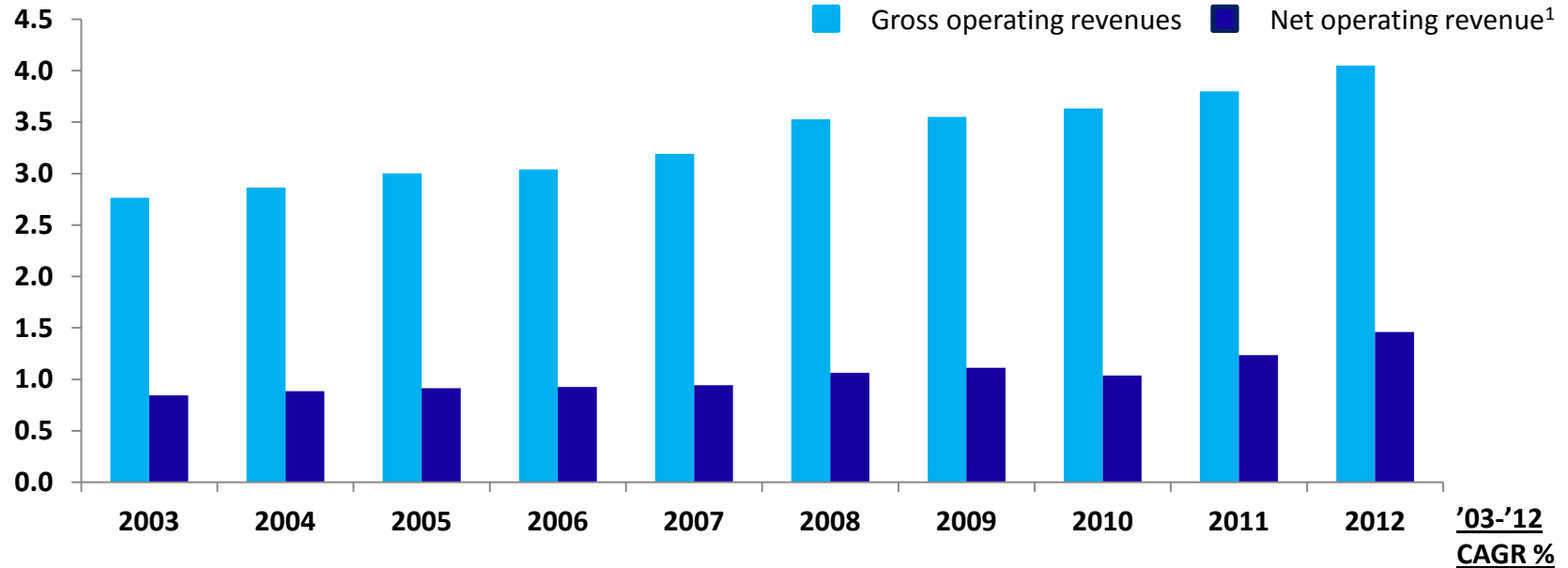
Atlantic City Airport and Stewart Airfield are not pictured due to being situated well outside the traditional Port District boundary

1: Individual PATH stations not listed; JSQ includes PATH station, PATH plaza building, and the Journal Square Bus Terminal



PANYNJ earned \$1.5 billion net operating revenue in 2012 and has experienced consistent revenue growth since 2003

2003-2012 PANYNJ gross and net operating revenue (USD bn)



Gross operating revenue (USD bn)	2.8	2.9	3.0	3.0	3.2	3.5	3.6	3.6	3.8	4.1	4.3
Net operating revenue (USD bn)	0.8	0.9	0.9	0.9	0.9	1.1	1.1	1.0	1.2	1.5	6.3
Profit margin (%)	31%	31%	30%	30%	30%	30%	31%	28%	33%	36%	

1: Operating revenue minus operating expenses (does not include depreciation, amortization, taxes, interest, or capital expenditures)



Airports and bridges provide the majority of total net operating revenue for PANYNJ

2012 PANYNJ operating revenue versus operating expenses (USD mn)

	Gross operating expenses		Gross operating revenues		% total gross expenses	% total gross revenue	Net operating revenues		% total net revenue
Airports	-1,410			2,276	54%	56%		866	59%
Bridges	-196			867	8%	21%		671	46%
Tunnels	-170			354	7%	9%		184	13%
Ports	-190			250	7%	6%		60	4%
PATH	-315			131	12%	3%	-185		-14%
WTC	-76			44	3%	1%	-32		-2%
Other¹	-232			129	9%	3%	-103		-7%
TOTAL	-2,589			4,050				1,461	

xx > 20% of total

1: Other includes Port Authority Bus Terminal, JSQ Bus Terminal, Essex County Resource Recovery Center, ferries, and other operations



PANYNJ owns and operates 5 major facilities that include property within Jersey City

Facility	Overview	2012 gross revenue
PATH	▪Rail between NJ and NY (4 of 13 stations in Jersey City) serving 242,000 passengers per average weekday in 2012, 73 million total in 2012 ¹	\$131 mn
Holland Tunnel	▪Approx. 1.6 mile long tunnel (2 tubes) connecting New Jersey to Lower Manhattan, accommodating more than 32 million vehicle trips each year ²	\$157 mn
JSQ Bus Terminal	▪Bus terminal serving 7.4 million passengers in 2012 across Hudson County and New York City, with 832,000 bus movements in 2012 ³	\$4 mn
Port Jersey	▪International cargo container terminal acquired by the Port Authority in 2010 (leased primarily to Global Terminal and Container Services, LLC)	\$15 mn
Greenville Yard	▪Rail network junction that transports cargo containers over water between Brooklyn and New Jersey via floating barge	\$0.4 mn
TOTAL		\$307 mn

1: 2012 passenger volume affected by Hurricane Sandy

2: Estimate based on doubling of recorded eastbound traffic (16.12 million vehicles)

3: Most bus routes operated by NJ Transit (7 total carriers)



The Greenville Yard property is situated directly north of Port Jersey and contains a rail to barge transportation center

Map of Greenville Yard and Port Jersey



Greenville Yard overview

- Primary operation is a rail to barge transfer center or “Cross Harbor Freight Program”
- Connects national rail network¹ to New York City and Long Island via floating barges equipped to hold rail cars
- Rail cars roll directly from train tracks onto floating barges; barges moved by tugboats
- Allows freight train traffic to avoid 140 mile detour into NYC, known as the “Selkirk Hurdle”²
- Last remaining car float operation in service in the region

1: CSX and Norfolk Southern rail service connects directly to Greenville Yard

2: The only Hudson River bridge or tunnel that allows freight train traffic is in Selkirk, 10 miles south of Albany, causing a 140 mile detour



Greenville Yard will likely become a primary transfer point in a program to increase usage of barges for NYC municipal waste removal

Greenville Yard and the Cross Harbor Freight Program

- NYC has planned to shift 47% of waste removal to barge (0% today) in an effort to reduce pollution, traffic, and wear and tear on roads¹
- In 2010 PANYNJ authorized spending \$118 million for the redevelopment of Greenville Yard including the construction of a new barge-to-rail facility
- Planned Greenville Yard facility expansion will enable more than 20,000 trips a day (up from around 1,500 today)
- NYC plans to transport an estimated 60,000-90,000 containers of solid waste per year in sealed containers via barge, likely through the Greenville Yard transfer station²
- \$2.8 billion, 20 year contract signed in August 2013 between New York City and Covanta to process an estimated 800,000 tons of solid waste annually³
- Freedom of Information Act Request filed on October 27, 2013 for all current, anticipated, and proposed uses of Greenville Yard and any plans for expansion has not been fulfilled⁴

1: Includes goals to shift waste removal transportation mechanism to 41% rail (32% today), 0% long haul truck (45% today), and 12% city trucks (23% today)

2: While this has not been publicly stated by NYC and/or PANYNJ, based on all available information this is likely to be the case

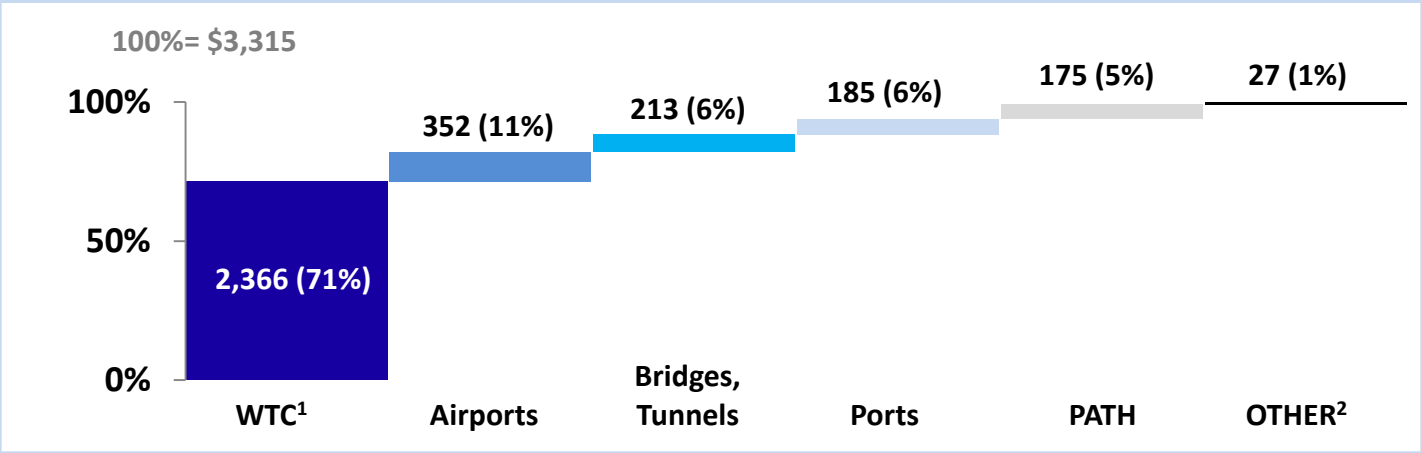
3: Scheduled to begin in 2015; first requires expansion of Greenville Yard

4: Request number 14332; continued to receive monthly notices from PANYNJ stating request is in progress until October 2014 with no further communication afterwards

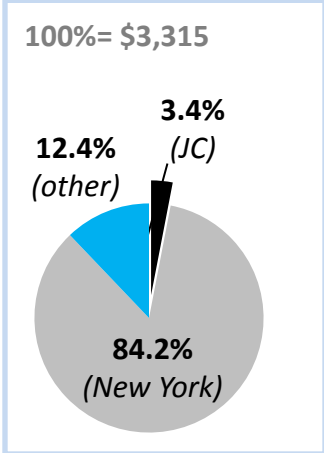


Jersey City facilities tend to receive less capital investment than other related facilities, with most investment heading to New York State

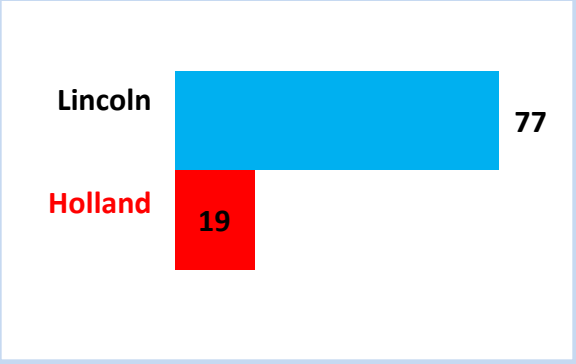
2012 PANYNJ net capital expenditures by facility type (USD mn, %)



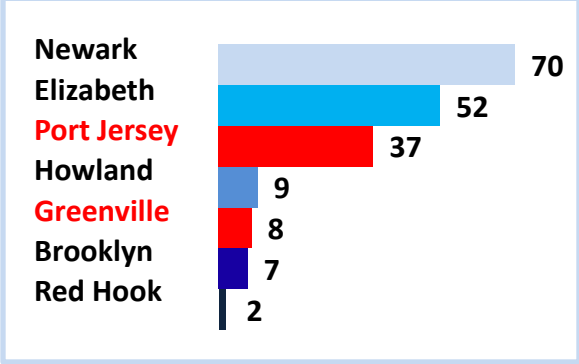
Split by geography³



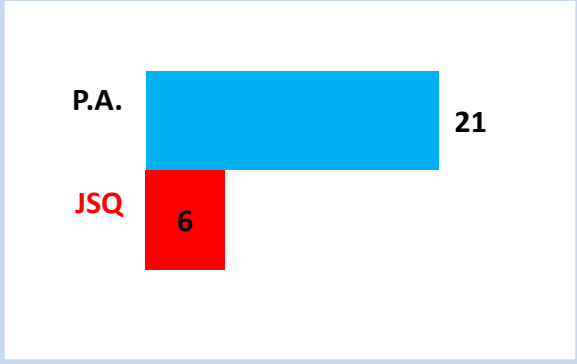
2012 tunnels net capital expenditures (USD mn)



2012 ports net capital expenditures (USD mn)



2012 bus terminals net capital expenditures (USD mn)



1: Includes WTC Transportation Hub
 2: Includes Port Authority Bus Terminal, JSQ Transportation Center, ferries, and other operations
 3: When spanning multiple geographies, capital expenditures distributed evenly

- PANYNJ overview
- PILOT programs
- Additional information





PILOTs were developed in order to protect municipalities from undue economic harm resulting from tax revenue loss on PANYNJ properties

PANYNJ PILOT development history

- Port Authority established¹ in an **effort to centralize control over the region's transportation infrastructure**
- Permitted to acquire land (with consent of municipalities)
- **Initially tax exempt on all acquired land**
- Issue of massive tax revenue losses for those municipalities in which land had been acquired by the Port Authority
- A joint commission² determined "the tax exemption of potential Port Authority property [would] cripple municipal finances" and **recommended full taxation of all Port Authority properties**
- **PANYNJ lobbied intensely to reduce/ eliminate any tax/PILOT liability**
- Agreement reached for Port Authority to provide **annual payments in lieu of taxes (PILOTs) that replace traditional taxation**

PILOT overview

- Created in order to prevent the *"undue loss of taxes and assessments by reason of the acquisition and ownership of property therein by the Port of New York Authority"*
- **PILOT agreements are not automatically generated** and must be drafted separately from the sale of land agreement
- PILOT laws state that **payments will not be "in excess of the sum last paid as taxes upon such property prior to the time of its acquisition by the Port Authority"**
- Refusal to accept PILOT agreement results in traditional taxation

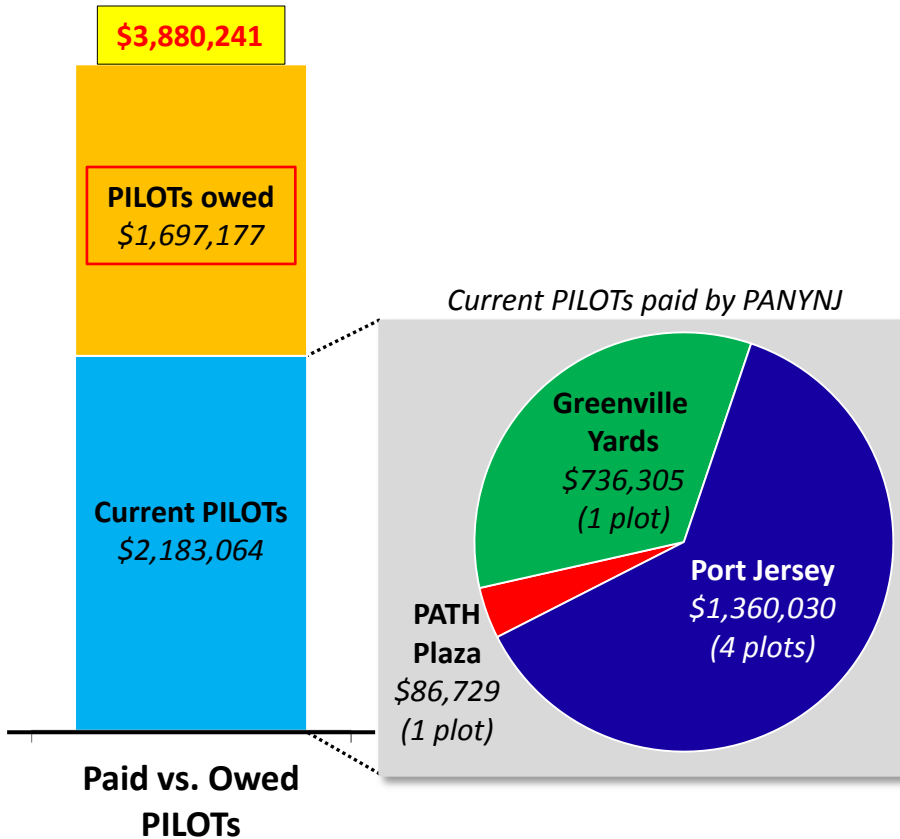
1: As a result of the New York New Jersey Port Authority Compact of 1921

2: Joint Commission on Taxation of Port Authority Property formed to address loss of tax revenues (included 3 members of the Port Authority)

PANYNJ currently pays Jersey City \$2.2 million in PILOTs on 6 plots, but should be paying \$3.9 million in annual PILOT payments on 32 total plots



PANYNJ PILOTs paid compared to PILOTs owed¹



Current PANYNJ PILOTs split by property group²

PANYNJ currently pays Jersey City \$2.2 million in annual PILOTs on 6 plots

These 6 plots fall within three larger property groups²: Port Jersey, PATH Plaza, and Greenville Yards

PANYNJ owns 26 plots in which they do not pay PILOTs or property taxes¹, which would add \$1.7 million in annual PILOT payments to Jersey City

PANYNJ should be paying Jersey City \$3.9 million in total annual PILOT payments

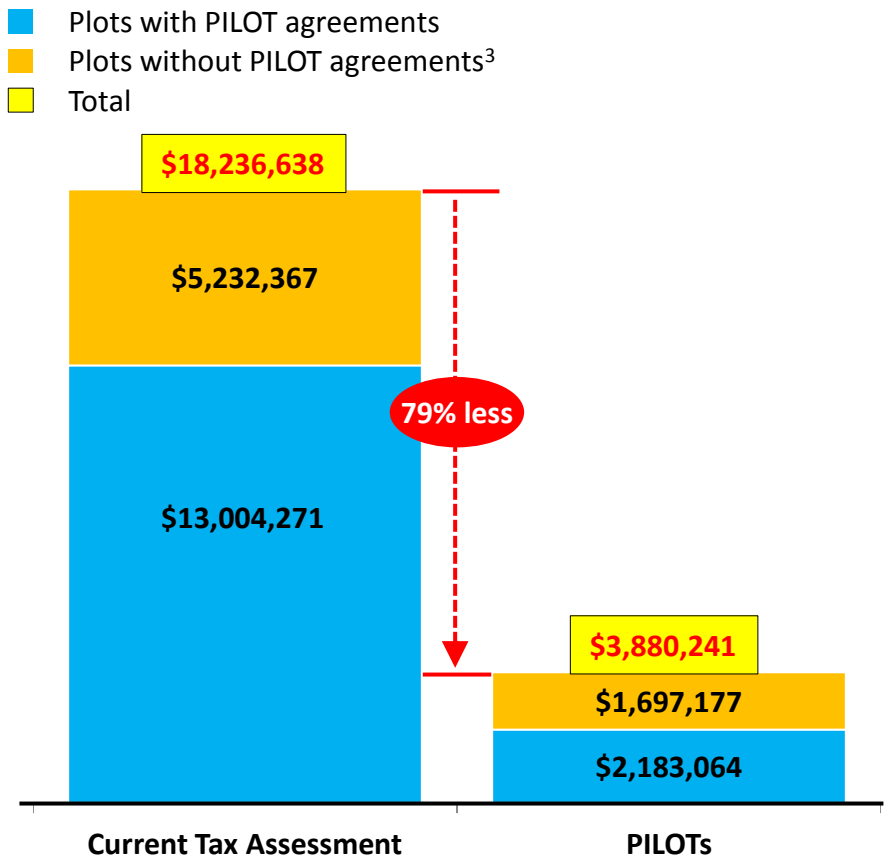
Not all plots within each property group are covered by current PILOT agreements

1: Does not include any Holland Tunnel related plots; since PILOTs are calculated based on last taxes paid, any properties purchased from the State are not included as last taxes paid information is not available (State was not paying taxes on these plots); 2: All PANYNJ owned plots fall within four property groups: Port Jersey, Greenville Yards, PATH Plaza at Journal Square, and an admin. building at 2 Montgomery Street ; all property groups contain multiple plots except 2 Montgomery Street



This \$3.9 million in annual PILOT payments is 79% less than current tax rates of \$18.2 million for all related plots¹

Current taxes compared to PILOTs²



PILOTs versus taxes due from PANYNJ²

■ Plots with PILOT agreements
■ Plots without PILOT agreements³
■ Total

# of plots	Annual PILOTs	Annual Taxes
6	\$2,183,064	\$13,004,271
26	\$1,697,177	\$5,232,367
32	\$3,880,241	\$18,236,638

■ PANYNJ currently pays Jersey City \$2.2 million in annual PILOTs on 6 plots

■ PANYNJ owes Jersey City an additional \$1.6 million on 26 plots with no PILOT agreement executed

■ Equivalent 2013 taxes on all 32 PANYNJ plots would be \$18,236,638

■ Plots purchased from the State are not included as potential PILOTs as no taxes were previously paid

1: Holland Tunnel related plots are not included due to tax exempt status; 2: Current taxes based on Jersey City current tax assessments; 3: PILOT amounts for plots that do not have existing PILOT agreements (does not include plots that do not have last taxes paid information available, i.e. those plots purchased from the State of New Jersey)

PAYNYNJ pays Jersey City \$2.2 million in annual PILOTs on 6 plots, while current annual taxes on these plots would be \$13.4 million



Current PANYNJ PILOTs

Block	Lot	Property Group	Property Location	Current Annual PILOTs	Tax Assessment
9501	1	PATH PLAZA	PATH PLAZA	\$86,729	\$9,598,013
30501	1	Greenville Yards	20 COLONY RD	\$736,305	\$2,208,853
30501	10	Port Jersey	PORT JERSEY BLVD	\$1,360,030 ¹	\$995,830
30403	1	Port Jersey	PORT JERSEY BLVD		\$77,609
30501	8	Port Jersey	PORT JERSEY BLVD		\$111,632
30501	9	Port Jersey	PORT JERSEY BLVD		\$12,334

TOTALS

\$2,183,064

\$13,004,271

1: PILOT agreement covers 4 plots within Port Jersey property under a single PILOT (does not cover total Port Jersey property area)



Jersey City should receive \$5.2 million in taxes or at least \$1.7 million in PILOTs this year on the 26 PANYNJ plots without PILOT agreements

PANYNJ plots without PILOT agreements

Block	Lot	Property group	Property location	Potential PILOTs ¹	Tax Assessment
30306	2	Port Jersey	ROUTE 169	N/A	\$180,856
30501	3	Port Jersey	PORT JERSEY BLVD	\$21,599	\$873,522
30501	13	Port Jersey	PORT JERSEY BLVD	\$11,007	\$331,528
30501	14	Port Jersey	PORT JERSEY BLVD	\$7,485	\$242,152
30306	1	Port Jersey	20 HARBOR DRIVE	N/A	\$29,662
30404	4	Port Jersey	PORT JERSEY BLVD	\$10,432	\$349,834
30501	4	Port Jersey	PORT JERSEY BLVD	\$11,007	\$731,907
30501	5	Port Jersey	403 PORT JERSEY BLVD	\$41,661	\$234,358
30501	12	Port Jersey	PORT JERSEY BLVD	\$6,770	\$236,956
30501	100	Port Jersey	PORT JERSEY BLVD	N/A	\$4,875
30501	6	Port Jersey	53-75 PORT JERSEY BLVD	\$368,503	
30501	7	Port Jersey	PORT JERSEY BLVD	\$4,231	
10901	90	PATH	WALDO AVE	N/A	\$15,679
9702	3	PATH	CHESTNUT AVE	N/A	\$17,582
10803	25	PATH	215 BALDWIN AVE	N/A	\$34,052
10901	83	PATH	100 ACADEMY ST	\$153,225	\$251,978
9702	23	PATH	CHESTNUT AVE	N/A	\$1,493
11609	1	PATH	350 WASHINGTON ST	N/A	\$94,161
9001	5	PATH	246 BROADWAY	N/A	\$7,197
13101	3	PATH	COLUMBUS DR	N/A	\$4,554
10901	110	PATH	INSIDE PLOTS	N/A	\$5,704
10901	113	PATH	INSIDE PLOTS	N/A	\$2,329
10901	114	PATH	MERSELES ST	N/A	\$7,093
13003	2	PATH	90 COLUMBUS DR	\$12,001	\$19,456
10901	112	Other	INSIDE PLOTS	N/A	\$3,599
11605	2	Adminstr.	2 MONTGOMERY ST	\$1,049,256	\$1,134,832

Total plots

26

Potential
PILOTs¹

\$1,697,177

Current tax
assessment

\$5,232,367

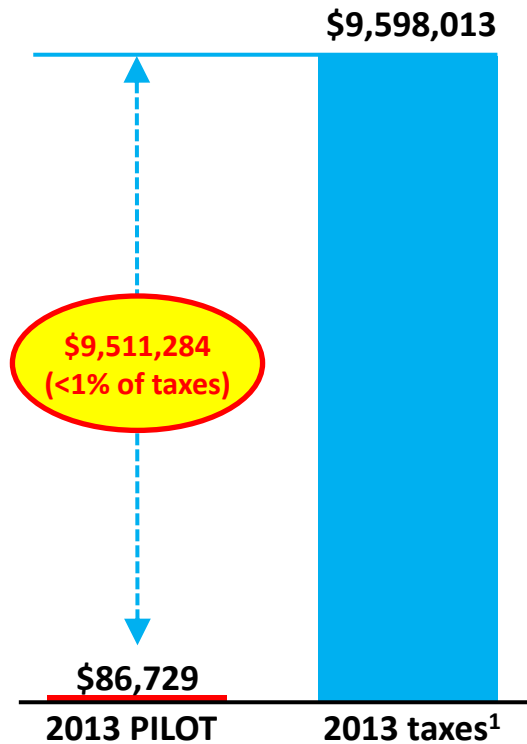
Potential PILOTs should be much higher but can only be calculated on properties in which taxes were originally paid¹

1: Represents amount to be paid if PILOT agreements are created (taxes last paid at time of acquisition of property by PANYNJ); PILOT amounts not available for PANYNJ properties purchased from the State of NJ or railroad companies as no taxes were paid on these properties (originally not required to pay taxes; indicated by "N/A")

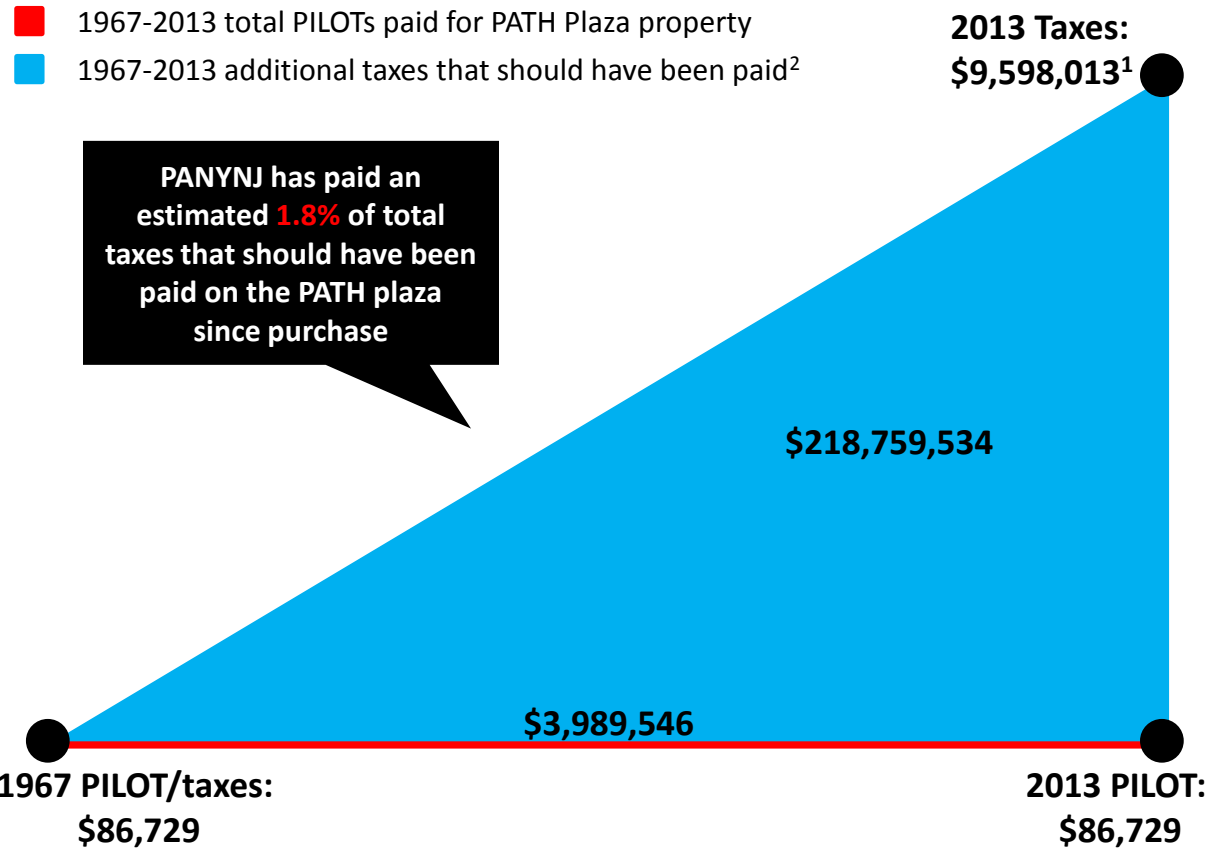


PANYNJ should have paid Jersey City an additional \$219 million through traditional taxation on the PATH Plaza alone

2013 PATH Plaza PILOT vs. taxes



PATH Plaza PILOT payments compared to taxes since property purchase¹



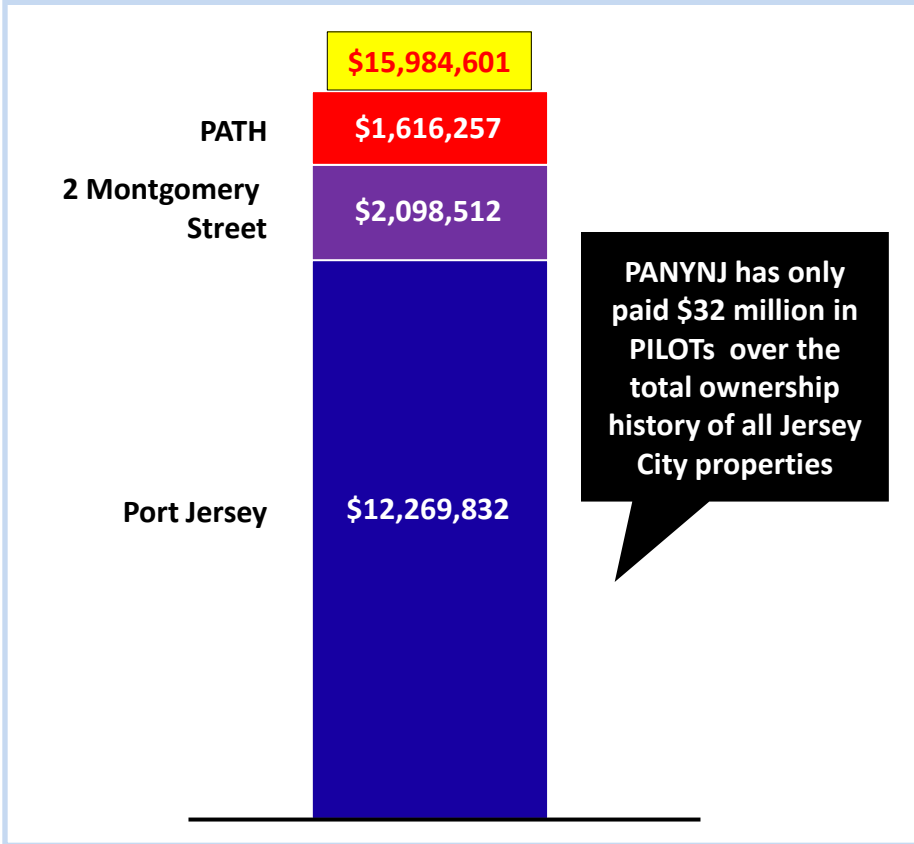
1: Based on 2013 current tax assessment

2: Additional taxes that would have been paid in addition to PILOT payments paid (red) over this time period; assumes constant increase in taxes over time (tax rates and/or property assessments are not available historically since 1967)

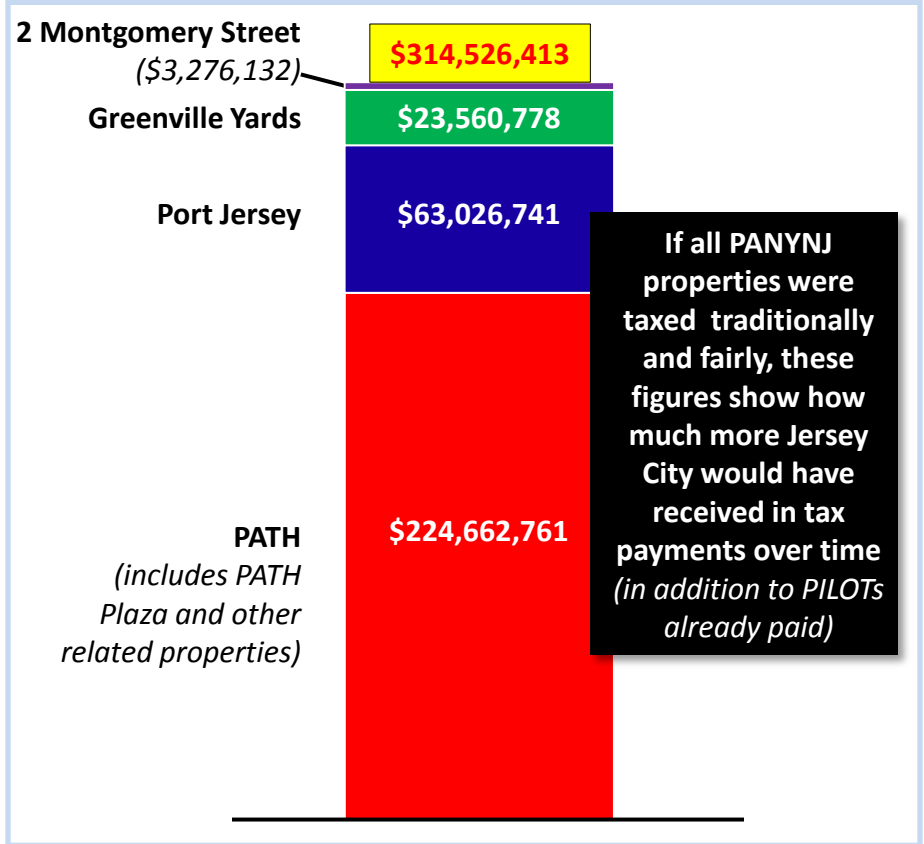


PANYNJ owes Jersey City \$16 million in missed PILOTs or \$315 million in retroactive taxes (not including penalties or interest)

Total retroactive PILOT payments due by property group¹



Total estimated retroactive taxes due by property group²



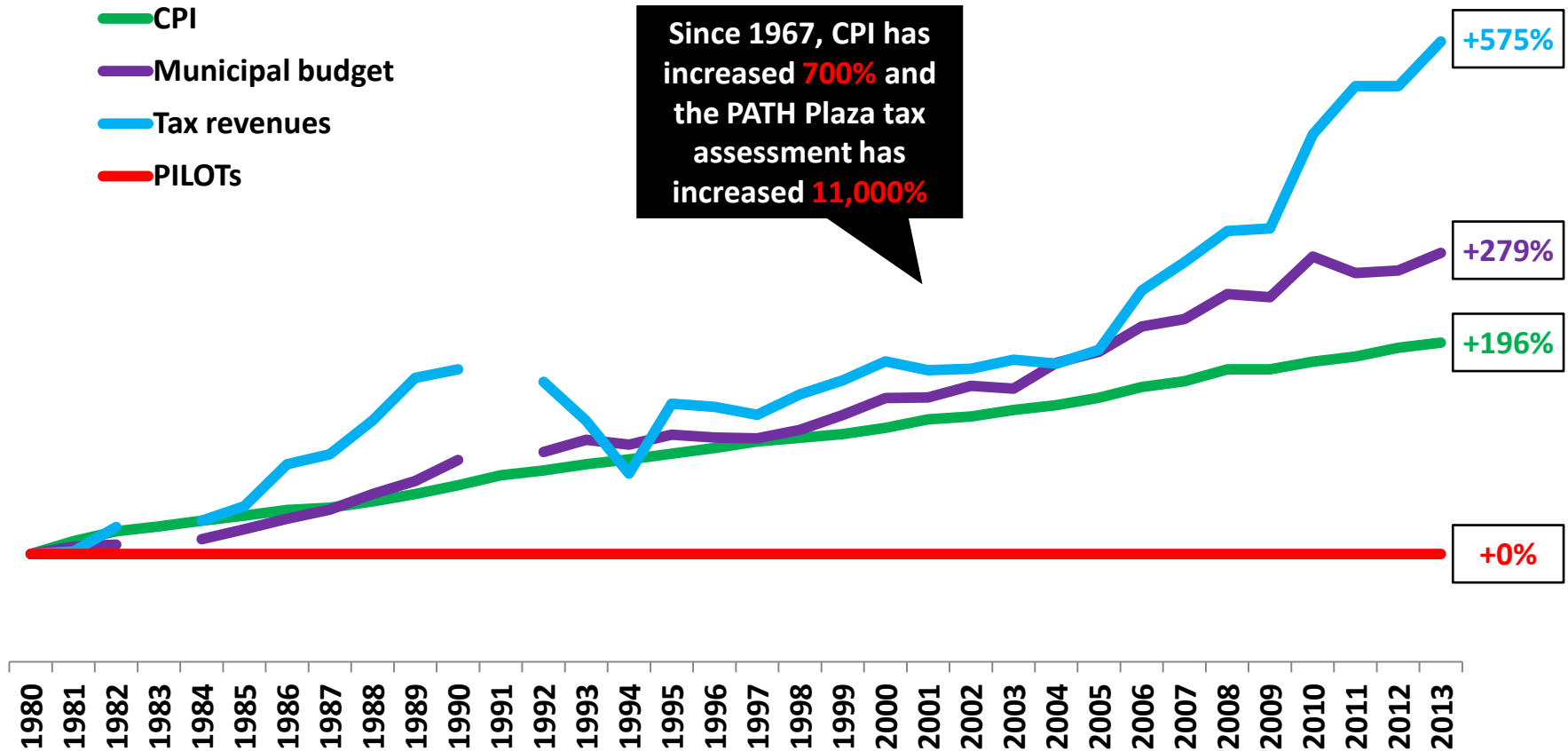
1: As of 2013; does not include current PILOT payments (expected to be paid in full; most already received); retroactive PILOT amounts are for properties that do not have existing PILOT agreements but have last taxes paid information available (necessary to create PILOT agreement)

2: Estimates calculated by assuming constant tax increases over time from last taxes paid to current tax assessment (actual tax assessments for each year since property purchase are not available); includes 2013; for properties with no taxes paid before sale, zero was used as value for last taxes paid (resulting in lower taxes owed estimates); in addition to PILOTs paid; actual values may vary depending on actual tax assessments over time and amount of taxes paid in year prior to sale of land



The cost of living as well as Jersey City municipal budgets and tax revenues have increased tremendously over time, while PILOTs remain completely flat

Index of CPI, Jersey City municipal budgets, and Jersey City tax revenues 1980-2013¹



1: Consumer Price Index is a primary cost of living indicator; data includes all urban consumers throughout the United States; indexed to 1980 (1980=100); budgeted Jersey City revenue from taxes is 42%, with range of 28-44% and average of 33% between 1980 and 2013



Jersey City provides PANYNJ with consistent access to municipal services despite “discount” created by PILOT agreements

Resources provided to PANYNJ

Police

- While PANYNJ has a full service police department, JCPD receives requests for mutual aid or other assistance
- JCPD patrols areas surrounding PANYNJ facilities and provides security consistent with the rest of Jersey City

Fire/EMS

- Jersey City Fire Department is responsible for fire suppression and protection within all PANYNJ facilities, including PATH stations
- Emergency Medical Services provided by Jersey City Medical Center

Municipal Court System

- PANYNJ Police Department (PAPD) utilizes the Jersey City municipal court to process all tickets, violations, and other criminal and non-criminal activity occurring in Jersey City that requires adjudication

While the cost of providing municipal resources increases over time, PILOT payment values remain flat, ultimately providing PANYNJ a discounted rate on municipal services

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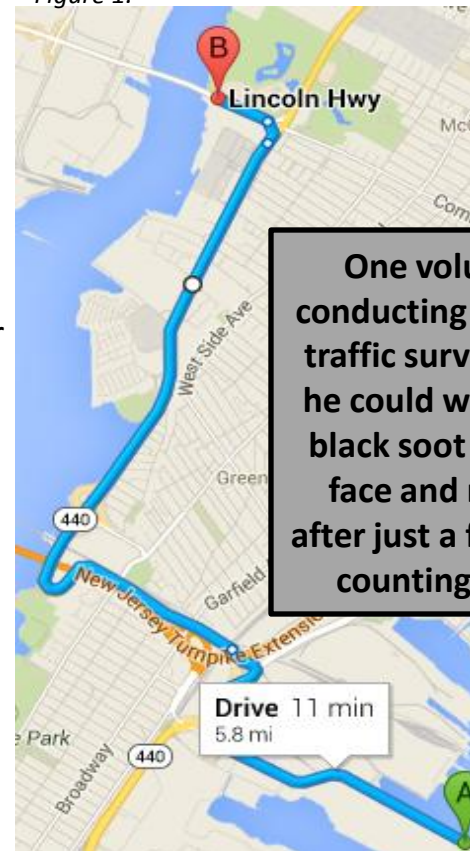


57% of truck traffic through Jersey City is due to PANYNJ ports, causing a significant burden on health and infrastructure

Port truck impact

- Most port related trucks travel along a 5.8 mile stretch of 440 and Port Jersey Boulevard to route 1&9 (see figure 1) in order to avoid tolls on 78 and the Turnpike
- 57% of trucks observed along this route were related to port commerce¹
- More than 1,220 trucks pass through per hour during peak times
- Port trucks are the highest polluting trucks on the road due to higher average vehicle age
- NJ and Hudson county face nations second highest cancer risk from diesel soot
- Hudson county is the highest ranked county in NJ for diesel soot risk
- Hudson county received an “F” from American Lung Association for air quality
- A single truck has the same level of road/infrastructure damage as 9,600 cars
- Trucks are responsible for 55-75% of road repair costs

Figure 1.



One volunteer conducting the truck traffic survey noted he could wipe away black soot from his face and nostrils after just a few hours counting trucks

1: Coalition for Healthy Ports Truck Traffic Survey observed 31,399 trucks with 17,910 related to port commerce



The City of Newark sued PANYNJ in 1998 over claims of artificially deflated payments

Newark vs. PANYNJ

- **November 18, 1998 Newark filed suit against PANYNJ after revenue share payments from PANYNJ were claimed to be too low due to fraudulently and artificially deflated revenue at EWR¹**
- **In lieu of arbitration and litigation, a new lease agreement was reached in 2002; lease extended to 2065 (from 2031)**
- **Newark received increase in annual base rent from \$35 million to \$65 million (combined payment for airport and seaport)**
- **Newark received \$100 million in first year (combined payment for airport and seaport)**
- **Newark also received \$12.5 million per year for capital projects and \$3 million in supplemental rent**
- **Newark agreed to drop significant portions of pending arbitration and litigation**
- **Airport renamed Newark Liberty International Airport**
- **Port Authority financed a significant portion of what would become Prudential Center**

1: City of Newark receives payments from the PANYNJ for Newark Airport based on revenue generated at the airport; payments formerly based on net revenue, an arbitrarily defined metric that allowed for easier manipulation (changed to gross revenue with new contract)

PANYNJ has been unresponsive to all communications from Jersey City regarding PILOT and taxation issues



Attempts to make contact with PANYNJ

▪ **Meeting scheduled** with Deputy Executive Director Bill Baroni and Mayor Fulop

CANCELLED WITHOUT CAUSE

▪ **Multiple emails** sent to Deputy Executive Director Bill Baroni from Mayor Fulop to request meetings or discussions

NO RESPONSE¹

▪ **Official demand letter** sent from Jersey City Corporation Counsel to Executive Director Patrick Foye on October 29, 2013

NO RESPONSE¹

▪ **Freedom of Information Act Request** filed in October 2013 regarding Greenville Yards (current and proposed uses) has not been fulfilled²

NO RESPONSE¹

1: As of December 2014

2: : Request number 14332; continued to receive monthly notices from PANYNJ stating request is in progress until October 2014 with no further communication afterwards



PANYNJ suffers from corruption and scandals, lack of effective leadership or discipline, and an arrogant corporate culture

Perspectives on the PANYNJ

An independent audit labeled the PANYNJ **“a challenged and dysfunctional organization suffering from a lack of consistent leadership, a siloed underlying bureaucracy, poorly coordinated capital planning processes, insufficient cost controls, and a lack of transparent and effective oversight”**

PANYNJ’s constantly changing leadership view themselves as untouchable and having no need to answer to the public or lawmakers despite ongoing scandals and corruption claims¹

The PANYNJ has asserted that it and it alone determines if and when it must pay municipalities regarding PILOTs, and historic PILOT agreements heavily favor the PANYNJ from a legal perspective

Proclaiming to be broke, the PANYNJ continuously asks for supplemental funding for special projects (i.e. the WTC) and has recently imposed significant toll increases despite net operating income in the hundreds of millions of dollars

This corporate behavior and attitude will result in the PANYNJ fighting any charges or complaints regardless of defense legitimacy

1: Actual recent PANYNJ scandals: free EZPASS for employees, accepting gifts from vendors, promotion exam cheating, hidden compensation for top execs



Jersey City will file a lawsuit in the amount of \$400 million against PANYNJ

Grounds for lawsuit

- PANYNJ has, in several respects, caused undue economic harm to Jersey City resulting from PILOT agreements (or lack thereof)
- PANYNJ has failed to execute PILOT agreements for 24 PANYNJ properties or else pay sufficient property taxes
- Existing PILOT agreements intrinsically cause economic harm to Jersey City over time and are seemingly biased towards PANYNJ
- PANYNJ is granted the same level of access to Jersey City municipal resources as traditional taxpayers but at a fraction of the cost
- PANYNJ facilities create a substantial burden on the infrastructure and resources of Jersey City with no compensation to Jersey City taxpayers
- PANYNJ has failed to engage in any civil discussions regarding PILOT and taxation issues within Jersey City

Lawsuit amount

\$315 million in taxes that should have been paid over time since the purchase of each PANYNJ property (in addition to \$31 million in PILOTs already paid)



\$85 million in penalties, interest, and damages



\$400 million

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